

इंटरनेट

मानक

Disclosure to Promote the Right To Information

Whereas the Parliament of India has set out to provide a practical regime of right to information for citizens to secure access to information under the control of public authorities, in order to promote transparency and accountability in the working of every public authority, and whereas the attached publication of the Bureau of Indian Standards is of particular interest to the public, particularly disadvantaged communities and those engaged in the pursuit of education and knowledge, the attached public safety standard is made available to promote the timely dissemination of this information in an accurate manner to the public.

“जानने का अधिकार, जीने का अधिकार”

Mazdoor Kisan Shakti Sangathan

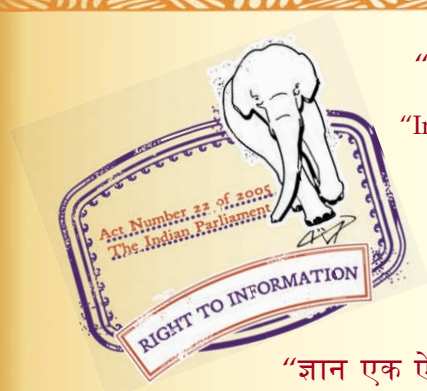
“The Right to Information, The Right to Live”

“पुराने को छोड़ नये के तरफ”

Jawaharlal Nehru

“Step Out From the Old to the New”

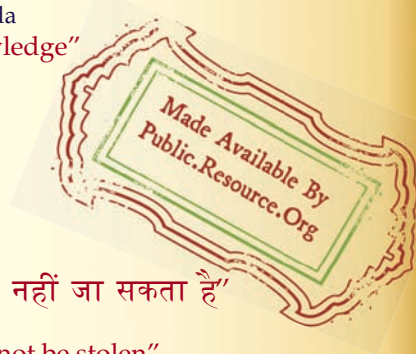
IS 7879-2 (1975): Glossary of aeronautical and astronautical terms, Part 2: Motion of aircraft [TED 14: Aircraft and Space Vehicles]



“ज्ञान से एक नये भारत का निर्माण”

Satyanarayan Gangaram Pitroda

“Invent a New India Using Knowledge”



“ज्ञान एक ऐसा खजाना है जो कभी चुराया नहीं जा सकता है”

Bhartrhari—Nitiśatakam

“Knowledge is such a treasure which cannot be stolen”

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IS : 7879 (Part II) - 1975

(Reaffirmed 1995)

Indian Standard

GLOSSARY OF AERONAUTICAL TERMS

PART II MOTION OF AIRCRAFT

0. Foreword

0.1 Provides standard definitions of technical terms peculiar to aeronautics, astronautics and related subjects. Terms in general use in other branches of engineering are also included where they have some special relevance to aeronautics or astronautics.

0.2 This standard consists of a series of parts, each part covering terms specific to a particular feature, type of aircraft, equipment, service, etc.

0.3 The general arrangement of the terms is alphabetical. However, in certain cases related terms have been given together under a heading or general definition, and these are printed in distinctive italic type.

0.4 Each term has been assigned a 4-digit or 5-digit number. The first one (or two) digit, in the thousandth place, represents the part number. This part number with the following digit in the hundredth place represents the section. The last two digits represent the position of the definition within a section. Thus the term 3405 is the 5th definition of Section 34, which is in Part III.

0.5 Where two or more synonymous terms are in use, the term which is favoured is given first, with the intention that it should gradually displace the others. The alternative terms are given below the preferred terms in less prominent type.

0.6 An Indian Standard Glossary of space terms covering definitions pertaining to rockets, missiles, etc. is also under preparation.

0.7 Assistance has been derived from BS 185 'Aeronautical and astronautical terms' issued by the British Standards Institution in the preparation of this series of Indian standards.

1. Scope — This part covers the standard definitions for terms relating to motion of aircraft.

2. Terminology

SECTION 21 — GENERAL

No.	Term	Definition
2101	Air Launch	The act of launching an object from a vehicle in flight.
2102	Attitude	The orientation of an aircraft relative to a datum line in a datum plane, usually but not necessarily, horizontal.
2103	Flight Path	The path of the centre of gravity of an aircraft relative to the Earth.
2104	Gliding Angle	The angle between the flight path in a glide in still air and the horizontal.
2105	Ground Launch	The act of launching an object from the Earth's surface.
2106	Heave	Motion of an aircraft, relative to the ambient undisturbed air, which has a component of velocity along the normal axis.
2107	JATO	Abbreviation for 'jet-assisted take-off'.
2108	Jet-Borne Flight	Flight in which the aircraft is supported primarily by vertical thrust.
2109	Nose Heaviness	The tendency of an aircraft to pitch nose down in flight.
2110	Pitching	Angular motion about the transverse axis.

Adopted 25 November 1975

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AMENDMENT NO. 1 JANUARY 1981
TO
IS : 7879 (Part II) - 1975 GLOSSARY OF AERONAUTICAL TERMS
PART II MOTION OF AIRCRAFT

Alteration

(Page 1, title) — Substitute the following for the existing title:

' Indian Standard

GLOSSARY OF AERONAUTICAL AND ASTRONAUTICAL TERMS
PART II MOTION OF AIRCRAFT '

No.	Term	Definition												
2111	RATO	Abbreviation for 'rocket-assisted take-off'.												
2112	Rolling	Angular motion about the longitudinal axis.												
2113	Side-Slipping	Motion of an aircraft, relative to the ambient undisturbed air, which has a component of velocity along the transverse axis.												
2114	Snaking	A yawing oscillation, the amplitude of which remains approximately constant.												
2115	Tail Heaviness	The tendency of an aircraft to pitch nose up in flight.												
2116	Tail Slide	Rearward motion of an aircraft along its longitudinal axis from a vertical, or near vertical, stalled attitude.												
2117	V/STOL Operations	<p>Abbreviations as given below are used for the various modes of take-off (TO) and landing (L) of V/STOL aircraft:</p> <p>C for conventional. The required lift is derived from forward speed alone.</p> <p>S for short. The ground run is reduced substantially by powered lift or other means.</p> <p>V for vertical. Powered lift alone is used with no intentional ground run.</p> <p>RV for rolling. Essentially vertical but with a slow forward speed to avoid ingestion of hot gases or debris.</p> <p>These letters are placed at the beginning with TO and/or L added thus:</p> <table><tr><td>VTOL</td><td>STOL</td><td>CTOL</td><td>RVTOL</td></tr><tr><td>VTO</td><td>STO</td><td>CTO</td><td>RVTO</td></tr><tr><td>VL</td><td>SL</td><td>CL</td><td>RVL</td></tr></table>	VTOL	STOL	CTOL	RVTOL	VTO	STO	CTO	RVTO	VL	SL	CL	RVL
VTOL	STOL	CTOL	RVTOL											
VTO	STO	CTO	RVTO											
VL	SL	CL	RVL											
2118	Yawing	Angular motion about the normal axis.												

SECTION 22 — MOTION IN FLIGHT

2201	Aerobatics	Manoeuvres intentionally performed with aircraft, other than those required for normal flight (see 2215).
2202	Bank, To	To cause the transverse axis of an aircraft to take up an angle to the horizontal.
2203	Bunt	A manoeuvre in which an aircraft performs part of an inverted loop.
2204	Conversion	Of a V/STOL aircraft. The act of making any necessary adjustments to effect transition.
2205	Dive	A steep descent, with or without power.
2206	<i>Terminal Nose-Dive</i>	A dive during which an aircraft reaches its terminal velocity.
2207	Falling Leaf Descent	An aerobatic manoeuvre in which aeroplane rolls from side to side while still facing in the same direction.
2208	Flare-Out FLATTENING-OUT ROUNDING-OUT	The change in flight path between the approach and the landing.
2209	Float, To	To travel horizontally after flare-out and before landing.
2210	Glide	A gradual descent with little or no thrust.
2211	<i>Spiral Glide</i>	A banked continuous gliding turn.
2212	Hover, To	Of a heavier-than-air aircraft. To remain approximately stationary in relation to the ground or to the air mass. Sometimes called position hover when related to the ground.
2213	Loop	A closed flight path of an aeroplane in a vertical plane. Normally the dorsal surfaces remain on the inside of the curved flight path.

No.	Term	Definition
2214	<i>Inverted Loop</i>	A loop in which the dorsal surfaces remain on the outside of the curved flight path.
2215	Normal Flight	All flight regimes necessary for travel from point to point, that is taking-off, climbing, straight and level flight, descending, turning, side-slipping and landing provided it does not entail abrupt variations in height or in attitude of the aircraft (see 2201).
2216	Overshoot, To	a) To land beyond the intended area (see 2237). b) To break off a final approach.
2217	Pull-Out	Recovery from a dive.
2218	Recovery	The process of returning to substantially straight and level flight from a manoeuvre.
2219	Roll	A partial or complete rotation of an aircraft about its longitudinal axis.
2220	<i>Dutch Roll</i>	A lateral oscillation of an aircraft, particularly one in which the ratio of the rolling to yawing motion is appreciable.
2221	<i>Flick-Roll</i>	A rapidly executed roll in which autorotation of the wing may be used to speed up the manoeuvre.
2222	<i>Roll-Off-the-Top</i>	A half loop followed by a half roll with the aeroplane flying in the opposite direction.
2223	Spin	A continuous spiral descent in which the mean angle of incidence exceeds the angle of stall.
2224	<i>Flat Spin</i>	A spin at a large mean angle of incidence, with the longitudinal axis more nearly horizontal than vertical.
2225	<i>Inverted Spin</i>	A spin in which the aircraft is inverted and the wing incidence exceeds the negative stalling incidence.
2226	<i>Oscillatory Spin</i>	A spin in which sustained oscillations are present, the most marked being in roll and pitch, for example, the rate of roll changes from zero to a high value and back again in each cycle.
2227	Screen Height	A height of 15 metres used for determination of take-off distance. For low speed aircraft a screen height of 11 metres also is in common use.
2228	Speed, Climb Away	Speed at which the steady climb is initiated and maintained. It is equal to or higher than the unstick speed.
2229	Speed, Rotation	Speed at which the pilot pulls the control column back, so that the aircraft starts rotating in order to get airborne.
2230	Speed, Unstick	Speed at which the aircraft gets airborne.
2231	Stall, To	a) To bring an aircraft into the flight condition in which the wings are stalled. b) To have reached such a condition.
2232	Stalling	The act of flying an aircraft to the condition at which it stalls.
2233	Stall Turn	A manoeuvre in which an aircraft is pulled up into a steep climb until about to stall, when one wing is allowed to drop and the aircraft falls into a dive.
2234	Transition	a) Of a V/STOL aircraft. Passage from hovering to flight in which the aircraft is mainly supported by the aerodynamic lift derived from forward motion, or vice versa. b) Of a supersonic aircraft. Passage from subsonic to supersonic flight or vice versa. c) This is the phase between the point where the aircraft just leaves the ground and the point where it sets into a steady climb to achieve a height of 15 metres.